



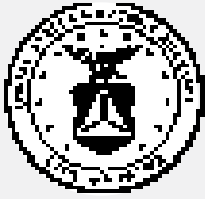
Northern Skies

The Official Publication of the Montana Wing, Civil Air Patrol

FALL – WINTER 2014

Montana's New Airplane





NORTHERN SKIES

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Please send materials
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MONTANA WING
Civil Air Patrol
Office of Public Affairs
P. O. Box 1887
Great Falls, MT 59403-1887
PAE@mtwg-cap.us

Colonel Nolan S. Teel
*Commander
Montana Wing*

Capt. Curtis L. Peters
Northern Skies Editor

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Commander's Corner



Short Final

Welcome to the first edition of the Montana Wing Magazine "Northern Skies". It's been an exciting year for the Wing, building to the first printing of what we hope to be many editions that tell the story of the dedicated volunteers of Montana Wing! I plan to take a few lines from each edition and talk a little bit about the Wing, Region and CAP as a whole.

Lately there have been several changes in CAP. Those changes range from the unveiling of the new NCO Program to a change in our national leadership. With change comes uncertainty but the new National Commander, Major General Joseph Vazquez, wants the members to know that National Headquarters is there to serve the members. The energy from conference led to some additions to the Montana Wing, including a new G1000 Turbo Cessna 182, new vehicles and new laptops that can all be used to support the missions of CAP. The Turbo 182 will be a valued addition to the current fleet of 182s that will aid the Montana Wing in higher elevation searches while bringing additional safety with the Garmin G1000 cockpit.

The Montana Wing has



**Col. Nolan S. Teel, Commander,
Montana Wing**

made a push to utilize a number of different means this year to tell our story. If you haven't looked at the new Wing website as well as our Facebook page you really should! They are updated regularly and contain a wealth of information both on what is going on in the Wing as well as CAP as a whole.

Remember that as we close in on the Holiday season, safety should always be on our mind. Please take an extra moment to think about what you're doing before you do it so that we can all return together safely in January. See you next edition!

N336CP, Montana's New Airplane

*By Lt. Col. Pete Graf, CAP
Director of Operations*



Montana Wing Civil Air Patrol is proud of its newly received high-altitude search aircraft, N336CP. This 2010 Turbo-charged, G-1000 Nav III Cessna T182 will be a tremendous asset for high-altitude searching. It is the first Turbo-charge aircraft in the MT Wing inventory. N336CP arrived late on 5 October from its former home with Rocky Mountain Region CAP based in Cortez, Colorado. Lt. Col. Peter Graf



flew the plane for 6 hours 15 minutes landing in Missoula after of flying from Durango, CO where he picked it up from Lt. Col. Rod Holton, the RMR Director of Operations.

The plane will provide Montana search pilots with a huge advantage of maintaining engine power to 20,000 feet. A normally-aspirated (non-turbo-charged) engine loses a lot of power as it climbs, just

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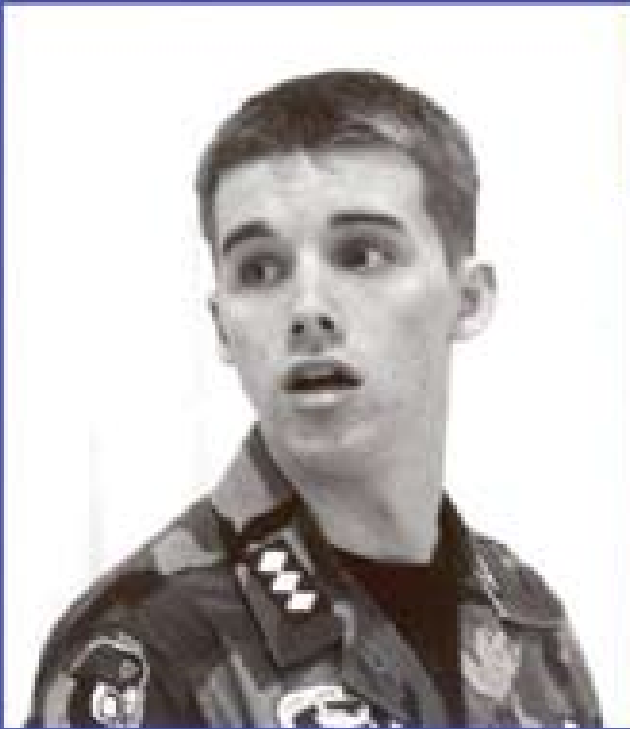
HOW HIGH WILL YOU AIM?

Recently, The Reverend Father John F. Reutemann III pinned on his active duty rank of Captain in the United States Air Force. He serves as a chaplain to the strategic missile crews of Montana.


Chaplain Reutemann began his career as a Cadet in the Civil Air Patrol in 1996. He earned the Spaatz Award.

Chaplain Reutemann still has a heart of volunteer service and gives back to the CAP as the Wing Chaplain and director of Cadet Programs for the Montana Wing. He wears the CAP rank of Lieutenant Colonel.

Cadets Who *AIMED HIGH*



2003:
C/Col John F. Reutemann III
Civil Air Patrol



2014:
The Reverend John Reutemann III
Chaplain, Captain USAF

Chaplain, Lt Col CAP
Wing Chaplain, Montana Wing

How High Will YOU Aim?

#3

Civil Air Patrol Chaplain Corps

Civil Air Patrol Hopes to Form Local Unit

*By Liz Kearney
Enterprise Staff Writer*

Area Civil Air Patrol members are hoping to start a Livingston unit.

Heidi Brainerd, 18, a senior at Shields Valley High School, along with her father, is leading the effort to start a local unit. She said there are about 10 area members. Currently, they participate in a Belgrade CAP unit.

Civil Air Patrol is an auxiliary of the U. S. Air Force.

“We wear uniforms and follow the customs and courtesies, but we’re not official military,” Brainerd explained earlier this week.

The organization promotes leadership and citizenship in its members, which includes youth members who may join as young as age 12, Brainerd said.

“The main function is training today’s youth to be tomorrow’s leaders,” Brainerd said.

Younger members participate in activities where they are trained to be leaders, to speak in public, to plan activities and make long-term plans, Brainerd said.

Activities include emergency services and search and rescue training, including CPR and first aid.

CAP cadets are eligible to help with searches for downed aircraft and missing hunters and skiers, Brainerd said.

And then there’s the flying.

Each member gets a one-hour orientation flight with a Search and Rescue pilot in a Cessna 182 plane within their first two months of joining.

Brainerd said the opportunity to fly was the main reason she joined CAP about four and half years ago.

But she also enjoys helping out through her



Photo courtesy of Heidi Brainerd

Heidi Brainerd, center, a Shields Valley High School student, is shown on a Civil Air Patrol “encampment,” which she described as a shorter, easier version of boot camp. Brainerd is working with local members to form a Livingston-area CAP group.

emergency services training.

“My community has kept me safe for 17 years, and Search and Rescue is a way to give back to my community,” she said.

Brainerd said there are other benefits available through CAP. Students may take part in an “encampment,” a weeklong residency program she described as shorter and not as hard as a regular military boot camp.

Students participate in outdoor activities like hiking and obstacle courses and also get some hand-to-hand combat training.

There’s also military discipline and training in the “customs and courtesies” of the Air Force. Cadets take part in a final pass and review at the end of an encampment, Brainerd said.

And cadets who grow up and later join the military are eligible for immediate promotion once they complete basic training.

Local Unit

Continued . . .

Brainerd said recruiting youth for future military service is a “huge latent function” of CAP, but not it’s primary function.

The main function is serving the community and building citizens, she said.

And while much of the program is directed at youth programs, adult members are welcome as well.

Adult members support the cadet program, but participate in their own emergency and leadership training, explained adult member Al Nash.

Nash’s name is perhaps best recognized as the Public Affairs Chief for Yellowstone National Park, and he says his CAP training has provided him with skills he uses daily which he never would have learned without CAP training.

He said he got involved with CAP after Sept. 11, 2001, as a way to serve his community and country aside from what he does for work.

“And while we are volunteers, we train to a national standard in emergency services positions,” he said.

In addition to serving as the Chief of Staff of the Montana Wing, another benefit is the friendships he has made with people from all over Montana from all walks of life.

“I reap a lot of benefits,” Nash said.

For more information about joining CAP, call Heidi Brainerd at 223-3575. ★

N336CP, Montana’s New Airplane

Continued from page 3 . . .

like your car suffers power loss as you drive over a mountain, only much worse since it can go much higher. This will significantly increase our capability to search safely in the high mountains that Montana is named after. N336CP is also equipped with the Garmin 1000 Integrated Cockpit System that has two large video screens. The screen in front of the pilot called the Primary Flight Display (PFD) integrates all of the standard flight instruments including the Attitude Indicator, Airspeed Indicator, Heading Indicator, etc. into one screen. This significantly reduces pilot fatigue since all “gages” needed to fly the plane are rolled into one screen. The other screen, the Multi-Function Display (MFD), has all of the navigation information including a moving map and terrain information. This aircraft brings the fourth G-1000 aircraft to the fleet of Montana’s six CAP search and rescue planes.

While participating in an exercise in northern Wyoming on 28 and 29 August, Lt. Col. Holton flew 336CP to Three Forks, MT where Col. Graf, the MT Wing Director of Operations and Standards and Evaluation Officer received training on the use of the Turbo charged engine. After his checkout, Col. Graf provided checked out Col. Bob Radcliffe and Lt. Bob Schneller and provided training for Capt. Ed Sondeno. Col. Nolan Teel,

MT Wing Commander received his check out from Lt. Col. Rick Schein from RMR.

A Turbo-charged aircraft is extremely sensitive to proper engine temperature management. New automobile engines have computer controls that monitor and manage engine performance. General aviation aircraft, on the other hand, have only the computer in the pilot’s head to monitor engine performance. All controlling is done manually. A rapid power reduction on a hot engine could cause “shock cooling”. This differential cooling in various parts of the engine could cause severe damage and even lead to catastrophic engine failure. Also, since the engine is Turbo-charged a too-rapid power increase could over boost the engine again causing damage or failure. Therefore, the RMR training requirements for Turbo-charged aircraft checkout requires at least two hours of instruction with a CAP Instructor or Check Pilot (Certified Flight Instructors), for those who have prior turbo-charge engine experience and at least five hours of instruction for those with no prior experience. All CAP members who check out in the Cessna T182 will also receive a Form 5, CAP Pilot Flight Evaluation. Montana currently has five of its pilots certified to fly the Cessna T182. ★

Drug Demand Reduction Excellence



Let me introduce myself to the wing. As stated many of you may recognize my name from my previous command in Billings. I have met a few of you, and through those encounters I have rediscovered what makes Montana great, its people. Montanans are as interesting as they are diverse. With this great diversity, personal needs are ever changing.

I was discharged from the Air Force in 1999. I have a protective service background, starting off as a security officer in 1999. From a security officer, I began work as a correctional officer in 2003, I left corrections in 2005 when I became a police officer. In 2007 I began work as a private investigator.

My life, like so many of your lives, has been affected by drugs and alcohol in many ways. Every one of us knows someone who has had a little too much to drink, used some sort of narcotic, and/or even been addicted to prescription drugs. All of us know someone who has died from a tobacco related disease and a DUI accident. I don't believe I have to sell you on why Drug Demand Reduction Excellence (DDRx) is important, I will sell you on the idea this important program can be done with ease in your squadron.

It has been some time since

Montana has had a DDRx Program. Let's start at the basics. When your Squadron Commander signs up for DDRx you can receive a few books, "Let's Go Flying", "Fit for flying" (student and instructor book) and the "DDRx Activity Guide". Other resources are also available.

The activities book provide instruction for inexpensive activities that demonstrate the importance of living a sober life. "Let's go Flying" and "Fit for Flying" are great books to read for your DDRx Candidates as well as instructor.

Often times I have heard, "We don't have scheduled time for a DDRx program." This is a myth. The DDRx Program can also be used to supplement and satisfy the Character Development requirement for cadets. CAP 52-22 "...includes a character development element. One of the aims of that program element is to promote the drug-free ethic among cadets, in recognition of the fact that adolescents are particularly susceptible to the dangers of legal and illegal drugs. A further aim is to use cadets as ambassadors of the drug-free lifestyle, especially by their promoting that lifestyle to non-cadet youth."

As read this is also a great PR and recruiting tool as

many provided activities are designed to interact and present to the public. Anytime DDR is presented to the public, DDRx Credit is earned by all cadets involved.

Q: Do I have to follow the DDRx Plan exactly?

A: There is no "Set in stone Plan" other than what you chose to do. We provide you tools to be better enabled to instruct a successful DDRx Program. When I first started the DDRx Program at the squadron level I was told by WY Wing DDRx I was not restricted to a schedule, I just needed to pick a fun DDRx related activity and do it. The more you get involved, you can even produce a DDRx play for your local schools, should you chose.

Q: What are we required to do if we start a DDRx Program.

A: DDRx can be done 2 ways; individually, or as a group. Either way, in order for a candidate (What DDRx calls Cadets) to get certified in DDRx, he/she must complete 6 activities a year, and be logged in eservices.

Q: Can this program be used to discredit cadets (or candidates) or senior members?

A: All DDRx Activities are

Continued on page 11...

“Cadets Shine at CSTAR”

*By Chaplain, Lt. Col. John Reutemann, CAP
Montana Wing Director of Cadet Programs*

In May 2014, the wing directorate of Cadet Programs announced the founding of its College for Specialized Training and Reinforcement (CSTAR), which consists of three academies: the Cadet Airman Academy (CAA), the Cadet Non-Commissioned Officer Academy (CNCOA), and the Cadet Officer Academy (COA). This founding was in response to a felt need to give cadets more specialized training in each of the three main parts of their cadet career, while also standardizing certain practices and customs across the entire wing. As the name of the college indicates, these three academies are meant to reinforce, not replace, the training that is conducted right at the squadron level, while also allowing cadets to network and share best practices with other cadets from across the entire wing and beyond.

Since one of the goals of CSTAR is wing-wide standardization, the decision was made to work top-down by conducting a COA first, thus bringing together all of the highest ranking cadets in the wing, putting them through a rigorous curriculum, and then sending them out to conduct CNCOAs and CAAs throughout the wing. Col. Nolan Teel, the wing commander, has supported this initiative from its conception, and has even



authorized specific shoulder cords to be worn by graduates of the three different academies with the college as a means of incentivizing participation. Additionally, since another one of the goals of CSTAR is to foster a Cadet Program that is truly “for cadets, by cadets,” the commandant of the college is itself a cadet position (currently Cadet Lt. Col. Kristi Nichols), and every time one of the academies is conducted, the course director will also be a cadet. Of course, we can’t do anything in CAP without senior member supervision, and so there will always be the necessary num-

ber of male and female senior members present every time an academy is conducted, but they will allow the cadet staff to conduct the events and would only intervene if an emergency requires it (though a good course director would always be open to a senior member’s suggestions when they are made at the proper place and time!).

In October 2014, the first-ever Cadet Officer Academy was conducted at Fort Harrison, in Helena, MT, and Cadet Lt. Col. Nichols served as the course director (in the future, the course director could be someone other than the CSTAR commandant,



but since graduating from a COA is a requirement to be a course director, there was no one else from which to choose). Col. Nichols recruited Lt. Col. Shelly Metzger and Ch. Lt. Col. John Reutemann to serve as instructors alongside her, and Lt. Col. Michael Rand and 1st Lt. Riley Relfe served as support staff. Seven students, coming from four squadrons and two wings, attended the four-day academy, which was also accredited as a “Region Cadet Leadership School,” thus enabling its graduates to check off that requirement for the Eaker Award and promotion to Cadet Lt. Col. Brig Gen Bryan Fox, the commander of the Montana Air National Guard, was the guest speaker, and for some of the students, this was the first time they got to meet a flag grade officer.

Students were given an essay assignment to complete before even reporting to the academy, and then at the academy itself students had numerous other assignments to complete,

including two speeches, two group projects, another essay, lots of post-instruction reflections, and a final exam. All of this material was graded, and following the Air Force tradition of naming only the top 10% of the graduates as “distinguished graduates,” Cadet Chief Master Sgt. Christopher Bokovoy, of the Lewis & Clark Composite Squadron in Helena, MT, was named the sole DG for CSTAR’s first COA. At the graduation ceremony, Col. Nichols presented the students with their graduation certificate and the official CSTAR challenge coin, and they were all pinned with the official black and gold shoulder cord signifying graduation from a CSTAR COA. Ch Reutemann, in his capacity as the wing Director of Cadet Programs, encouraged the graduates to bring back to their squadrons everything they learned, and he challenged them to volunteer to conduct the first CNCOA as soon as possible, and the first CAA shortly thereafter.★

Continued from page 9 . . .

totally anonymous. What is said in DDRx group activities or by mentor/candidate is completely confidential. In group activities not presented to the public, anyone who is not a DDRx candidate of DDRx Officer is usually asked to leave the activity area. Policy and regulations on CAP regarding 1to1 contact still apply.

Q: I don’t have a Character Development officer or a Chaplin, Can this program help?

A: Yes, this counts as Character development requirements.

Q: How can I fit this in my squadron’s tight schedule?

A: The Squadron Lesson Plan already allocates for this as Character Development. If you do not have a Character Development Officer this is a solution.

Q: 1st Lt. Larson, what is your phone number so I can call you with any questions I have, and what is a good time to call?

A: Best question yet, thanks for asking. My phone number is 406-861-3335. You can call me anytime but ideal time right now is between the hours of 2PM and 10PM.

Thanks all for you time.

1st Lt. David Larson

Civil Air Patrol

Cell (406)861-3335

dlarson@larsoninvestigations.com ★



CHAPLAIN'S CORNER

*By Ch, Lt. Col. John Reutemann, CAP
Wing Chaplain*

In this first edition of the wing magazine, I thought that it would be best to use my "Chaplain's Corner" article to explain what the CAP Chaplain Corps is and what we do. To begin, it might be helpful to make a distinction between the CAP Chaplain Corps and that of our mother organization, the United States Air Force: the CAP Chaplain Corps is made up of both chaplains and character development officers, while the USAF Chaplain Corps (of which I am an active duty member assigned to Malmstrom AFB in Great Falls) is made up of both chaplains and chaplain assistants.

Both corps have chaplains, who are always commissioned officers with what's called an "endorsement" from some religious denomination. The endorsement is the way in which a denomination tells the Chaplain Corps that a particular person is fully qualified/certified/ordained in that denomination and can thus speak and act on their behalf. Chaplains must always have a valid endorsement, and if it is ever pulled by their denomination, they must find another denomination to endorse them or they cease to be chaplains and revert to being regular officers.

It is important to note, however, that even though chaplains always come from a particular denomination and can never be asked to do anything contrary to that denomination or their own consciences, they are called by the Chaplain Corps to serve all members as much as possible, regardless of that member's religion or lack thereof. This is often done through such things as confidential counseling, or giving non-denominational invocations and benedictions at meetings or awards ceremonies. A chaplain's job is never to try to convert anyone to a particular religion, but to "provide or provide for" the religious needs of all members, either by providing the religious ministry him/herself (if that chaplain is the same denomination as the person requesting religious accommodation) or by finding another chaplain or non-CAP minister to provide the religious ministry.

One last note about chaplains: both Air Force and CAP regulations state that chaplains are never to be addressed by their rank, as all other officers would be, but that they are rather to be addressed as either "chaplain" or their particular denominational title, if they would like, such as "rabbi," "pastor," or



"father" (and of course "sir" or "ma'am" is also always appropriate for any officer). This is why you will see even the written version of a chaplain's name in the "Ch, 2nd Lt. Jane Doe" format, thus stressing the chaplaincy more than the rank. For us chaplains, we're more concerned with serving others, and so while we'll use the rank when need be to get something done, that's always secondary to who we are. In fact, in the armed services of some foreign countries, their chaplains do not have rank at all!

Character development officers and chaplain assistants, however, do not have an endorsement, and while many of them tend to be faithful people, there is technically no obligation for them to belong to any religion at all. Nevertheless, they are still members of the Chaplain Corps and thus have the same responsibility to serve all members as much as possible, and the process of getting officially appointed as a

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MONTANA FAMILY
DENTISTRY

Thank you for your living efforts C.A.P.!

Chief's Story: Enlisted Perspective

By Michael S. Emett
CMSgt, 452 Security Forces
March ARB, CA (retired)

Draft Dodger! That's right, my military career started in May 1969 as I ignored my letter of induction and raced down to a U.S. Air Force recruiting office and enlisted. Frankly, I didn't know what I wanted. I had lost my commission with the U.S. Army when I was unceremoniously dropped from the roles of Claremont Men's College in California at the end of my sophomore year; although the U.S. Air Force ROTC commander offered me a spot in the advanced program, I didn't make it to September. As a young airman, I was blessed to be mentored by Chief Master Sergeant Charles J. Fahrner, Chief of Maintenance, 67th Field Maintenance Squadron, Mtn. Home, Idaho. Long before the ideas of Core Values came along, Chief Fahrner instilled in me values that I have striven to keep when dealing with my subordinates and superiors alike, in both my military and civilian careers. Forty-five years later, seven years into military retirement, I still hold dear those lessons taught me by the master. My pledge is to carry the work on to new generations of CAP cadets.

THREE SIGHTS INDOOR SHOOTING RANGE

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Chaplain's Corner

Continued . . .

character development officer mirrors that of a chaplain, requiring certain educational requirements and approvals going all the way up the Chain of Command to the national Chief of Chaplains. The idea of a so-called "character development officer" is CAP's version of chaplain assistants. In the USAF Chaplain Corps, chaplain assistants are always enlisted members of the military (meaning Amn – CMSgt), but since CAP has only recently instituted an enlisted side for senior members, character development officers have always been senior member officers, though that may change in the future.

As the Wing Chaplain, I would like to see the Chaplain Corps continue to grow. We currently have only three chaplains in MTWG (including me!), and zero character development officers. There are a few applications in progress, but we should strive to have at least one member of the Chaplain Corps (be it a chaplain or a character development officer) at every single squadron. Please help me do that! If you know of anyone in your community who might be interested in serving as either a chaplain or character development officer, please let me know and I'll reach out to them. ★

Lewis and Clark Composite Squadron Tours Helena Regional Airport Tower



Cadets learned about traffic patterns and how airplanes communicate with the Helena Regional Airport Tower in the classroom. (L-R) Cadet Master Sgt. Bokovoy, Cadet Master Sgt. Hartman, Cadet Hartman, Cadet Staff Sgt. Wordal

"Some of the brightest minds operate this tower," said David Soule, Operations Manager at the Helena Regional Airport Tower. The Helena Regional Airport Tower is one of the few remaining towers in the United States that does not operate via radar. "Everything is done in their heads," Soule continued.

On February 22nd 2014, members of the Lewis & Clark Flight got to tour the Helena Regional Airport tower. The group was broken into two small groups as only a limited number of people can be inside the top of the tower at one time. At the top of the tower participants were not only able to experience an amazing 360 degree view of Helena, but were also able to ask

the Traffic Control Operator's questions, and observe them coordinating air traffic. In the classroom on the first floor, participants were given instruction on traffic patterns, learned how airplanes communicate with the tower, and were shown a short video on runway safety.

There are various ways to become a Traffic Control Operator. In Helena, the operator's come from various backgrounds. Some have previous military experience, while others received college training. The Helena Regional Airport provides a fertile training ground for those who want to move onto larger airports. "If they can prove themselves here, they can work anywhere," said Soule.



Big Sky Composite Squadron Fifth Annual Wintergeddon 10-12 JAN 2014

*Capt. Spencer R. Gilchrist, CAP
Deputy Commander for Cadets, Big Sky Composite Squadron*

Wintergeddon is an annual survival training and challenge exercise. The name was originally contrived for the activity's purpose to push members beyond what they mentally feel capable. This helps them grow into stronger and more confident leaders. For the exercise members bring only what they need to survive and the curriculum then focuses on four of the basic needs for survival: food, water, shelter, and fire.

Over the weekend the teams hiked 12 miles, and gained almost 2000 feet in elevation over the entirety of the activity. A campsite was constructed and within just a few hours a snow storm came in and dropped two inches of snow in twenty minutes. The National Oceanic and Atmospheric Administration (NOAA) Weather Radio issued a special hazardous weather warning for the north Elkhorn Mountains for high humidity around 78%, winds at 40 miles per hour with gusts to 75 mph, and temperatures at or near 20 degrees.

According to the National Weather Service, a wind of forty miles per hour, with a temperature of twenty degrees makes the wind chill around minus one degree. The National Weather Service wind chill chart does not go beyond forty miles per hour. After factoring in all the conditions the cadre recalled the teams and began packing for the trip to a predetermined emergency bug out cabin just forty minutes away. The cabin is owned by the Forba family who has been a big supporter of the cadet program over the years.

The final day the group returning to camp to

pack up and checked the shelters to see how they stood up through the night. One shelter had blown apart but the others were mostly in tact. Teams cleaned up their campsites and packed up for the hike out.

At the conclusion of the activity the cadre directed a debrief. Students were asked the four debrief questions: What was planned? What actually happened? Why did it happen? What can we do better next time? Following the briefing the cadre announced the awards:

Warrior Cadet went to the cadet who pushed through the activity with much difficulty but in the end made it through: Matthew Hartman from Helena.

Most Survivable Team goes to the team that had the shelter that was most likely to survive in: Erick Eichner (Butte), Daniel Baldwin (Bozeman), Josh Brigham (Bozeman)

Minimalist award goes to the member who packed the smartest and brought only the gear necessary to survive: Erik Eichner (Butte)

Best Wingman goes to the member who worked hard at supporting his/her teammates by carrying gear and equipment of other members who could no longer carry and by making sure that everyone was doing okay: Daniel Baldwin (Bozeman)

The activity this year was not as challenging due to the circumstances beyond our control. We look forward to the up and coming Summergeddon and thank you to all those other units who sent cadets to participate. We hope to see you all this summer.

Bear Canyon 5-6 April 2014

*By Capt. Spencer R. Gilchrist, CAP
Deputy Commander for Cadets
Big Sky Composite Squadron
spencer.gilchrist@mtwg-cap.us*

The Big Sky Composite Squadron held their second annual Bear Canyon camp. The purpose of the activity is to reinforce the five key traits of cadet life and to help foster camaraderie between members of different units. The five key traits to the cadet program are The Uniform, Aerospace Theme, Opportunity to Lead, Challenge, and Fun.

Without these key traits it is very difficult to maintain well-planned activities and motivation.

As challenge is one of the key traits of the cadet life the campout planned to push members farther than they thought they could go, or wanted to. The purpose of this is to instill life skills in the cadets while still having fun. "We have high expectations of you," said Capt. Schober while talking with the cadets, "This is why we push you".

The weekend's activities include a knot tying class where students learned about different knots and their uses. They then learned how to use a compass and got an introduction to keeping a



pace count. A pace count is where you count the amount of steps you take in order to get a good distance for how far you have walked. After that they went through an extensive compass course. The average snow depth was about two feet with lots of areas with three feet plus of snow. This made the compass course relatively challenging. By the end all Members got the opportunity to lead the team and in some aspect make a decision. This is important for our future leaders to learn. Because the cadets got the opportunity to lead in a challenging activity this instill the fifth key trait making the activity fun.

The evening was complete with a tug of war competition, impromptu speeches, and some free time where the cadets chose to play games out of uniform. Nine cadets from the Big Sky Composite Squadron were in attendance as well as two cadets from Great Falls and one cadet from Helena. We also had a total of four senior members from the Big Sky Composite Squadron. Next year we plan to be able to go out and do more challenging activities that the snow conditions didn't allow. Activities such as "King of the Mountain" which is a team race up the top of the ski hill, "Capture the Flag" in some very difficult terrain, and "Safe River Crossings".



Stan/Eval Corner

*Lt. Col. Peter G. Graf, CAP
MT Wing Stan/Eval Officer*

There are several techniques that I would like to address to the Montana's pilots to improve their flying skills and overall safety:

1. **ROTATE:** On takeoff roll we all rotate the aircraft (pitch the nose up) by pulling back on the control yoke in order to leave the ground. But what does "rotate" really mean? Many of the Montana CAP pilots that I've flown with seem to think that means pull back till the aircraft comes airborne. That often results in a slow speed takeoff and the stall warn horn blaring in our ears as we leave the ground. My suggestion is that you just pull back slightly on the yoke to establish the proper takeoff attitude and let the plane fly off the runway when it is ready. The Private Pilot PTS states for normal takeoff, "rotates and lifts off at the recommended airspeed and accelerates to V_y " (best rate of climb speed). The Pilot Operating Handbook for the newer C-182s states for normal takeoff, "Elevator Control-LIFT NOSEWHEEL (at 50-60 KIAS)" (knots indicated airspeed). It does not state lift airplane off runway at 50-60 KIAS. The V_y for our Round-dial and non-turbo aircraft is 78 KIAS at 4000 feet and gross weight. The V_y for the T182 is 83 KIAS in the same conditions. So there is no reason to "yank" the plane off the runway at rotate speed and just barely above stall speed. Let the plane fly off when it is ready.

2. **STALL RECOVERY:** Our planes fly nicely at a slow speed of 45-50 KIAS and all pilots prove that by performing slow flight at that speed. Yes, the stall warning horn may squawk occasionally but that is a warning, 10-15 knots above the stall. The stall warning horn does not tell you that a stall will happen as soon as it squawks. So, when you recover from a stall, you don't need to and should not descend 100-300 feet to accelerate to 65-80 KIAS before pulling the nose up to stop the descent. A properly executed stall recovery can be accomplished with fewer than 75 feet

of altitude loss. To break a stall all you need to do is momentarily decrease the pitch attitude to below the critical angle of attack and then resume a pitch attitude that will arrest the descent. That attitude normally is to raise the dash board to the horizon. Although a very high pitch attitude, it will normally be the level flight attitude at 45-50 KIAS. Simultaneously, you must add full power and retract the flaps to the recommended setting. I recommend that you simply move the flap lever about half way up. Doing so will get you about 20 degrees of flaps and reduces the time you spend concentrating on the flap position. That way you can spend more time looking outside and concentrate on aircraft attitude.

3. **SET HEADING BUG on RUNWAY HEADING:** This is a simple practice that could save your bacon as well as your license. I recommend that all pilots set the runway heading when given initial taxi instructions or when deciding which runway to use at a non-towered airport. About seven years ago, a Canada Regional Jet took off from Lexington, KY on an early foggy morning. The main runway 22 is about 9000 feet long but the short runway 26 was only about 3500 feet long. Both runways started about the same place, so it was easy to mistake which runway you were on. Unfortunately, the CRJ attempted a takeoff on the short runway only to crash just after the departure end killing all but the first officer. Had the crew set the heading bug to 220 degrees, they may have realized that something was wrong when they lined up for takeoff on the wrong runway. The short runway has since been removed. Additionally, I was conducting a CAP training flight at Missoula recently when the trainee taxied onto the runway from a mid-runway taxiway. He had not set the runway heading when cleared to taxi and began to line up on the wrong runway. He was not fully familiar with the airport which made it even more important to set the heading bug to the assigned or desired runway heading.

The Guidon

*Authored by Staff Sgt. Matthew L. Carlson
Logistics Officer, MT-037*

In my role as a Non Commissioned Officer, I am a Civil Air Patrol leader, manager, and supervisor. As an NCO I am obligated to uphold Civil Air Patrol policies, traditions, and standards. In keeping with that obligation, I want to place special emphasis on the one of our very basic symbols that may be unappreciated by the Members of the Montana Wing.

The Guidon

Since the early days of warfare, flags, standards and guidons have served as talismans of unit identity. The flag was symbolic. It helped units develop a sense of pride and Esprit de Corps, as well as serving the more practical purpose of providing a rally point for soldiers during the heat of battle.

The present policies stem from ideas and practices dating back to the Revolutionary War. In turn, those were influenced by the military traditions of Western Europe to a great extent. With the Declaration of Independence and the formation of troops, came the need for items to identify the soldiers and military units.

On February 20, 1776, Washington's headquarters issued as order on flags quoted, in part, below:

"As it is necessary that every Regiment should be furnished Colours, and that those Colours should...bear some kind of similitude to the Uniform of the regiment to which they belong, the Colonels... may fix upon such as are proper, the standard (or Regimental Colours) and Colours for each Grand Division, ...The Number of the Regiment is to be mark'd on the Colours, and such a Motto, as the Colonel may choose, in fixing upon which, the General advises a Consultation amongst them. The Colonels are to delay no time, in getting this matter fix'd, that the Quarter Master General may provide the Colours as soon as possible;..."

Our modern guidon is modeled after the European history of Colors, Guidons, and Heraldry Standards. It is governed by Military doctrine (Specifically AF instruction 84-105 and AF Instruction 34-1201).

The significance of the guidon is that it represents the leader of the unit. When the commander is in, his guidon is displayed for everyone to see. When he leaves for the day, the guidon is taken down.

The guidon bearer is the most visible person in the formation. It is a high intensity position that requires discipline

and knowledge and rigid attention to detail. It is an honor, although sometimes a dubious one, to be the guidon carrier for a unit. Sometimes he is simply called "guidon", because of this. He stands in front of the unit alongside of the commander (or the commander's representative, such as the first sergeant), and is the rallying point for troops to fall into formation when the order is given. In drill and ceremonies the guidon and commander are always in front of the formation.

It is an honor to serve as a guidon bearer, but it is a shared responsibility. It is a position of service, not authority. Any authority that comes from being the guidon bearer is through positive leadership and setting the correct example.

The guidon is a great source of pride for the unit, and several military traditions have developed around it, stemming back from ancient times. Should the guidon holder drop the guidon, he must fall with it and perform punishment in the form of push-ups. Other units may attempt to steal the guidon to demoralize or antagonize the unit. Stealing another unit's guidon is a long standing military tradition. It fosters competitive rivalry and encourages vigilance.



Montana State University Career Fair: Senior Member Recruiting Drive

*By Capt. Spencer R. Gilchrist, CAP
Deputy Commander for Cadets
Big Sky Composite Squadron*

Members of the Big Sky Composite Squadron held a recruiting drive during the Montana State University Career Fair. The campaign was specifically designed to target motivated, college age students, for membership in the Civil Air Patrol senior member program. The recruitment campaign focused on providing the student with professional job experience to help build their resumes. It also explained how they would receive professional training through the senior member professional development program.

The professional development program progresses through five phases. In phase two members select a specialty track that they wish to focus on and then are assigned as an assistant until they are rated as a technician and require minimal supervision. This process helps develop disciplined and professional members for our organization and our community. Through the program members also develop a number of life skills and CAP knowledge through on the job training and in-residence courses. This can greatly build a student's resume and make them more attractive when they graduate and wish to find a job in their career field.

The recruiting drive lasted only an hour and thirty students showed interest. Since the recruiting drive, two students have begun the process of signing up and are beginning their training. Each year Montana State University hosts a volunteer organizations fair as well as two job fairs that the unit will be participating in. This is the first time the unit has actively pursued recruitment of senior members and so far it has yielded great results.

Achievements

Congratulations to the Cadets and Senior Members listed below. The Montana Wing is proud to acknowledge the dedication, determination and hard work these individuals demonstrate by earning these important milestones in the spirit Civil Air Patrol seeks in each of its members.



Amelia Earhart Award

Aynagul Druckemiller
Christopher Rodwick
Catherine Turk

Benjamin O. Davis, Jr. Award

SM Nicholas McKinnney
1st Lt. Robert Ball
Capt. Christopher Brault
Capt. Thor Burbach
Capt. John Childers
Capt. Charles Lehmann
Capt. Rebecca Sturdevant



Grover C. Loening Award

Capt. John Conner
Capt. Spencer Gilchrist
Capt. Curtis Peters
Capt. Steven Potratz
Capt. Jacob Webb



Paul E. Garber Award

Col. Martin Bourque



Gill Robb Wilson Award

1st Lt. Col. Al Nash

Flathead Squadron Makes Recruiting Effort

By Lt. Dale Rodwick, CAP

On July 12th, our squadron, under the leadership of Squadron Commander Lt. Schneller and Cadet Commander Cadet Capt. Christopher Rodwick, put forth a very dynamic presence for the Lakeside Community Parade and Fair. Approximately three



thousand visitors were on hand for this annual event, with an excellent mix of age groups. Squadron Recruiting Officer Lt. Dale Rodwick provided CAP visuals in the form of mounted posters, recruitment



banners, squadron banners, canopy with seating for our guests, computer videos, static display of essential CAP Search and Rescue equipment and squadron vehicles on site.

We turned out 17 members for this hot July day, stayed on site manning the booth for a solid 6 hours, speaking with about one hundred people. Interest was high, yet once again better that half of these people had never heard of CAP!

Cleared for Takeoff

*By Capt. Curtis Peters, CAP
Editor, Northern Skies*

Just a few short months ago, Col. Teel asked me what I thought about re-joining Montana Wing, to come on board as the editor of the wing magazine. I was hesitant at first for quite a few reasons.

First, I live in Minnesota, many miles from the closest piece of land in Montana. I knew that my participation with the wing would be limited. And how am I supposed to get news stories from so far away? Thankfully, I don't have to be too concerned about that last bit. There are a great number of people throughout Montana that have dove in head first to help put this first issue together.

My second concern was that I am more of an academic writer and reviewer. It is much easier for me to write a research paper than it is a news article. But I have an ace up my sleeve. My grandfather was a newspaper publisher in northern Wisconsin. Maybe, rather hopefully, I can channel him as we move forward.

The last and greatest concern I had initially was the time commitment. When Col. Teel asked me to come on board, I was just a few days into my first semester at college, going full time. I was just a few weeks from being a new father. And I still had to find a way to go to work to support my family.

Here I am, just over two months from signing on to the job, and I am putting the finishing touches on what I hope will be the beginning of something great for Montana Wing. Within these pages, you will find just a few of the stories of what has happened in this great organization in 2014.

Our work is far from done. With the publishing of the first edition, we must start gathering material for the second. I urge every member of Montana Wing, from the newest cadet to the most seasoned senior member, to submit their story, their squadron's story, and their wing's story. It need not be the squadron Public Affairs Officer who writes it or takes the pictures. That story could end up in these pages here, on social media, or in CAP's national magazine.

Northern Skies is your magazine. And you are cleared for takeoff on what should be an excellent adventure.

Montana Wing Gets New Patch



In 2014, the seal for Montana Wing Civil Air Patrol was redesigned to bring it into accord with established customs of Air Force heraldry. Most notably, the seal itself is now in the shape of a shield, as is the norm for echelons of group and above (wings, regions, numbered Air Forces, and major commands). In homage to the former seal, however, the new seal has maintained the exact same shades of blue and yellow as the background and border colors respectively. Additionally, the triangle and propeller is taken from the pilot wings prominently displayed on the former seal.

The new seal features mountains on the left of the seal and flat ground on the right side of the seal representing the mountains in the West of the state and the plains in the East. The Missouri river, which runs throughout the state, is depicted in the center of the seal, coming towards the viewer. Finally, as Montana is known as "Big Sky Country," there are stars in the sky: the golden star representing Montana Wing, and the four white stars representing the four other wings in Rocky Mountain Region.

Montana Wing Commander, Col. Nolan Teel, has set a 1 January 2016 mandatory wear date for the new patch, which will be available for purchase through the Vanguard website.



The After Action Review Part 1

Matthew L Carlson

DEFINITION AND PURPOSE OF AFTER-ACTION REVIEWS

An after-action review (AAR) is a professional discussion of an event, focused on performance standards, that enables individuals to discover for themselves what happened, why it happened, and how to sustain strengths and improve on weaknesses. It is a tool leaders and units can use to get maximum benefit from every mission or task. It provides--

- Candid insights into specific individual, leader, and unit strengths and weaknesses from various perspectives.
- Feedback and insight critical to battle-focused training.
- Details often lacking in evaluation reports alone.

Evaluation is the basis for the commander's unit-training assessment. No commander, no matter how skilled, will see as much as the individual participants and leaders who actually conduct the training. Leaders can better correct deficiencies and sustain strengths by carefully evaluating and comparing team-member, leader, and unit performance against the standard. The AAR is the keystone of the evaluation process.

Feedback compares the actual results with the intended outcome. By focusing on the task's standards and by describing specific observations, leaders and team-members identify strengths and weaknesses and together decide how to improve their performances. This shared learning improves proficiency and promotes teambuilding. Element and flight leaders will use the information to develop input for unit-training plans. The AAR is a valid and valuable technique regardless of branch, echelon, or training task.

Of course, AARs are not cure-alls for unit-training problems. However, AARs are a key part of the training process. The goal is to improve team-member, leader, and unit performance. The result is a more cohesive and proficient team.

Because members and leaders participating in an AAR actively discover what happened and why, they learn and remember more than they would from a critique alone. A critique only gives one viewpoint and frequently provides little opportunity for discussion of events by participants. Participant observations and comments may not be encouraged. The climate of the critique, focusing only on what is wrong, prevents candid discussion of training events and stifles learning and team building.

TYPES OF AFTER-ACTION REVIEWS

All AARs follow the same general format, involve the exchange of ideas and observations, and focus on improving training proficiency. How leaders conduct a particular AAR determines whether it is formal or informal. A formal AAR is resource-intensive and involves the planning, coordination, and preparation of supporting training aids, the AAR site, and support personnel. Informal AARs (usually for team, element, and flight training) require less preparation and planning.

Formal

Leaders plan formal AARs at the same time they finalize the near-term training plan. Formal AARs require more planning and preparation than informal AARs. They may require site reconnaissance and selection, coordination

for training aids, and selection and training of evaluators.

Formal AARs should be held at squadron level and above. An exception might be an AAR of crew, section, or small-unit performance after a Search and Rescue exercise (SAREX). Element and flight AARs are held before the execution of formal squadron and higher echelon AARs. This allows all levels of the unit to benefit from an AAR experience. It also provides evaluators and leaders with observations and trends to address during the formal AAR.

During formal AARs, the AAR leader (unit leader or evaluator) focuses the discussion of events on training objectives. At the end, the leader reviews key points and issues identified and once again focuses on training objectives.

Informal

Leaders should conduct informal AARs for airmen and small-unit training at flight level and below. At squadron and higher levels, leaders may conduct informal AARs when resources for formal AARs, including time, are unavailable. Informal AARs use the standard AAR format.

Leaders may use informal AARs as on-the-spot coaching tools while reviewing individual and unit performances during training. Using nothing more than pinecones to represent team members, he and his team could discuss the event from start to finish. The team could quickly--

- Evaluate their performance against the CAP standard (or unit standard if there is no published CAP standard).
- Identify their strengths and weaknesses.
- Decide how to improve their performance when training continues.

Informal AARs provide immediate feedback to individuals, leaders, and units during training. Ideas and solutions the leader gathers during informal AARs can be immediately put to use as the unit continues its training. Also, during lower echelon informal AARs, leaders often collect teaching points and trends they can use as discussion points during higher echelon formal AARs.

They learn what to do, how to do it better, and the importance of the roles they play in unit-task accomplishment. They then know how to execute the task to standard.

Informal AARs maximize training value because all unit members are actively involved.

The most significant difference between formal AARs and informal AARs is that informal AARs require fewer training resources and few, if any, training aids. Although informal AARs may be part of the unit evaluation plan, they are more commonly conducted when the leader or OC feels the unit would benefit. Providing immediate feedback while the training is still fresh in everyone's minds is a significant strength of informal AARs.

After-action reviews--

- Are conducted during or immediately after each event.
- Focus on intended training objectives.
- Focus on individual, leader, and unit performance.
- Involve all participants in the discussion.
- Use open-ended questions.
- Are related to specific standards.
- Determine strengths and weaknesses.
- Link performance to subsequent training.

Civil Air Patrol and the Mountain Madness 2014 Airshow in Kalispell, MT

*By 2nd Lt. Daniel A. Coleman, CAP
RMR-MT-018*

Cadets and Senior Members came together from all over Montana and Idaho to represent the Civil Air Patrol at this year's Mountain Madness Airshow at Glacier International Airport in Kalispell, Montana. The Civil Air Patrol provided logistical support by directing traffic and parking for the thousands of visitors to this exciting event. Approximately 60 Senior Members and Cadets volunteered 12 to 13 hours a day over a three day period to make the event a

success for the City of Kalispell.

As part of the show, the Civil Air Patrol had an impressive static display of 3 Aircraft, several Emergency Vehicles, and a Communications Vehicle complete with multiple radios and computer systems used for air and ground search and rescue activities. The display of equipment, coupled with the representation of cadets and senior members, was an impressive display of our capabilities as an organization, and garnered

a lot of attention and inquiry as to who we are and what we do. Several senior members and cadets were intensely involved in recruitment of new prospective members in the community who were drawn to our display during the weekend's activities.

An airshow would not be complete without some of the finest pilots in the World. The United States Air Force Thunderbirds were the stars of the airshow, and Civil Air Patrol had the honor and



privilege to be invited to an inside look at this distinguished units aircraft and operations. Upon arrival to Kalispell, cadets and senior members were given a guided tour by the ground team of the Thunderbirds, who gave detailed history of the unit as well as answering questions and discussing the capabilities of the F-16. Shortly thereafter, cadets and senior members as well as distinguished guests were given a private airshow by the Thunderbirds, and then got to welcome them back on the ground and meet the pilots. This was awe inspiring and a once in a lifetime opportunity, complete with photos with the pilots.

Later that evening, our cadet Color Guard presented the colors downtown at the public meet and greet with the Air Force Thunderbirds and other participants of the show. Civil Air Patrol then spent time interacting with the community



and representing our organization and the United States Air Force. The most motivating sight was when the cadets sought out veterans and active duty service members in the crowd and thanked them individually for their service. I was honored to witness this and be part of an organization that honors those who serve our great nation.

In all, nearly 2,400 hours of volunteer service was completed over three days (not counting, "off duty hours" in the evenings).

The impressive display of equipment and personnel showed our community that we are a professional, capable, and ready organization that is here to serve our community through volunteer service and pride. I am certain the visibility of who we are and what we do, has peaked more than a few peoples interest.

Seeing a cadet being sworn into the Air Force was the highlight of this weekend. While it is not a requirement of our cadets, and there certainly is no push



Mountain Madness

Continued . . .

to do so, seeing the impact that service in CAP has had in this young man's choice to serve in the Air Force, is extremely motivating to say the least. Service to others is what I believe is the foundation that makes CAP what it is. The pride and professionalism displayed by all of our members at the airshow and on a daily basis in our individual squadrons/units, is what makes Civil Air Patrol stand out against similar organizations.

The Mountain Madness Airshow of 2014 was a huge success, due in large part to the cadets and senior members throughout the Montana Wing and our brothers and sisters who joined us from Coeur d'Alene, ID. ★

Letter of Appreciation for Montana Wing following a successful airshow

We were thrilled to attend the Thunderbirds Air Show this past August and had been looking forward to the event for over a year. Nothing needs to be said for the airshow, however it was fabulous and we were not disappointed.

Adding to our positive experience was the interaction with numerous Civil Air Patrol cadets throughout the course of the day. Each cadet we encountered treated us with the utmost of respect from thanking my husband for his service by recognizing the Vietnam insignia on his ball cap to always addressing us as "Ma'am" and "Sir". Their knowledge of the "lay of the land" was superb as they directed the huge crowd to parking and shuttles while addressing the myriad of questions put upon them! Never did we witness any lack of respect for their roles, rather just the opposite, each cadet was more than willing to be helpful. The cadets looked as fresh and sharp at the end of the long day as they were in the morning; a tremendous feat considering the long hours on their feet and dealing with a public that is not always appreciative of their efforts.

Simply put, we felt a sense of pride in the younger generation as we witnessed these young men and women carrying out their responsibilities. Their professionalism is unsurpassed.

Thank you to each and every member of the Civil Air Patrol for your commitment and dedication to service and your desire to be the best you can be.

Sincerely, Rose and Larry Cutrone

